



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

CONSTRUCTION DIVISION
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July 25, 2016

MEMORANDUM

PROJECT:	PIN 101204.00
	Knox County Western Avenue (SR-62) from 525 ft. E of Texas Ave. to Major Ave. PIN 113438.00
SUBJECT:	CONSTRUCTABILITY REVIEW MEETING SUMMARY
DATE:	July 5 & 6, 2016
NOTES BY:	Lori Lange, P.E. TDOT Construction Division

A Constructability Review meeting was held on July 5th and 6th, 2016 with Construction Industry Representatives, the Consultant Design Team, TDOT Headquarters Divisions, TDOT Region 1 Operations and Project Development staff. The scope of the review was to integrate construction expertise early into the project development process for the Western Avenue (SR-62) reconstruction project.

The construction plans, and traffic control phasing were specifically reviewed for the structures located at Tennessee Avenue and Keith Avenue as well as constructability of the entire SR-62 widening project. Quantities were not discussed in depth as part of this review, but were thoroughly reviewed at the Construction Field Review.

AGENDA:

1. Introductions
2. Purpose: Existing Conditions
3. Project Overview: Roadway, Right-Of-Way/Utilities, Structures, Railroad, Traffic Control, Construction/Maintenance
4. Work Session

ACTION ITEMS:

1. Railroad – Environmental Permits
2. Environmental – Bridge Stream Crossings
3. Access Coordination – Railroad Bridge, Gerdeau
4. Structures - Geotechnical, AT&T Coordination
5. Utilities - Transmission Poles, Shut Down Dates
6. Roadway – Earthwork Quantities, Side Road Paving Section, Shoring Item,

SUMMARY:

A mandatory pre-bid meeting is recommended for this Project.

An overview of the planned utility relocations were discussed. The plans should be reviewed for temporary utility items that may be needed to reduce duration of relocations. Adding temporary relocation of overhead poles should be considered to reduce construction duration at the bridge locations.

The Keith Avenue bridge location was viewed as having the least risk regarding constructability and completion date. The Tennessee Avenue bridge location was viewed as the greatest risk due to the tub girder construction, railroad limitations, and access.

At Tennessee Avenue, the Railroad traffic is estimated at 2 trains/day operating 5 days/week. This estimation includes both tracks. Early coordination with the railroad, adjacent industry, and KUB is critical. Project Development will begin the process of working with KUB to acquire transmission poles, coordinate shutdown dates (anticipated in Fall of 2017), and obtain specifics regarding tunneling from the railroad. Additionally, coordination with AT&T is needed to possibly reduce the size and number of ducts proposed in the bridge sidewalk as currently detailed on U-064-069 of the bridge sheets. The tub girders cause concern in terms of manufacturing, transportation, and construction. Finding a manufacturer for the girders will be limited and hauling lines can pose issues. During construction, shoring towers or some type of falsework will need to be in place until after the deck pour is complete due to increased deflections with tub girders. Thought should be given to placement of AT&T ductwork, since the sidewalk cannot adequately contain it as previously described.

In regards to the bridge at Keith Avenue, changing the alignment of the power poles should be considered to aid in construction. Flagging days should be considered in setting time for this work (approximately 2 years). The railroad plans to build a haul road for access to the bridge for the contractor's use. A second haul road is needed to access between the streams. In addition, the footing requirements for pier 2 should be changed to a drilled shaft. The NEPA and Environmental Permit documents will be reviewed by Project Development to ensure proper coverage of the project limits and to ensure stream crossing permits have been obtained.

Right-of-way should be evaluated to ensure the cut for retaining walls are adequate for installation of straps. Gerda scales are currently located on Tennessee Avenue. Another set of scales are planned to be in place by the industry once the new entrance is located off of Mynderse. Earthwork should be calculated based on the anticipated work sequence including utility relocations. Additional investigation is needed for the AT&T line at the intersection of Mynderse. The box culvert phasing at Mynderse in regard to erosion control items should be reviewed. The paving section for the side roads are planned to be revised.